

Hatch Road Auxiliary Lane

Northbound State Route 99 auxiliary lane
between the Hatch Road on-ramp and South 9th Street off-ramp

10-STA-99-13.4/13.8

EA 10-0L870

Project ID: 1015000003

Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

October 2017



General Information About This Document

Please read this Initial Study. Additional copies of this document are available for review at the Caltrans District 10 Office at 1976 East Charter Way, Stockton, CA 95205; Ceres Public Library at 2250 Magnolia Street, Ceres, CA 95307; and Stanislaus County Library at 1500 I Street, Modesto, CA 95354.

The document can also be accessed electronically at the following website:
<http://www.dot.ca.gov/d10>

After comments are received from the public and reviewing agencies, Caltrans may
1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attn: Judith Lopez, Senior Environmental Planner, Environmental Division, 855 M Street, Suite 200, Fresno, CA 93721, 559-445-6172 (Voice), or use the California Relay Service 1-800-735-2929 (TTY), 1-800-735-2929 (Voice), or 711.

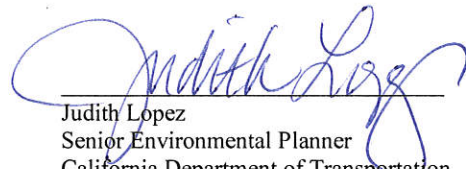
Construct a northbound auxiliary lane between the Hatch Road on-ramp and the
South 9th Street off-ramp from post miles 13.4 to 13.8 near the City of Modesto in Stanislaus County

**INITIAL STUDY
with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

10/2/17
Date of Approval


Judith Lopez
Senior Environmental Planner
California Department of Transportation
CEQA Lead Agency

- If you have any concerns about the project, please send your written comments to Caltrans by the deadline.
Submit comments via U.S. mail to Caltrans at the following address:

Judith Lopez, Senior Environmental Planner
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

- Submit comments via email to: Judith_lopez@dot.ca.gov.
- Submit comments by the deadline: _____.

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to construct a northbound auxiliary lane between the Hatch Road/Joyce Avenue on-ramp and the South 9th Street off-ramp from post miles 13.4 to 13.8 near the City of Modesto in Stanislaus County.

Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Mitigated Negative Declaration is subject to change based on comments received from interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The proposed project would have no effect on: agricultural and forest resources, air quality, cultural resources, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation/traffic, tribal cultural resources and utilities and service emergency systems and mandatory findings of significance.

In addition, the proposed project would have less than significant effect on: aesthetics, noise, biological resources, and hazards and hazardous materials.

Judith Lopez
Senior Environmental Planner
California Department of Transportation

Date

Project Description and Background

Project Title

Hatch Road Auxiliary Lane

Project Location

The project is located on State Route 99 from the Hatch Road on-ramp to the South 9th Street off-ramp (post miles 13.4 to 13.8) near the City of Modesto in Stanislaus County. See Figures 1 and 2.

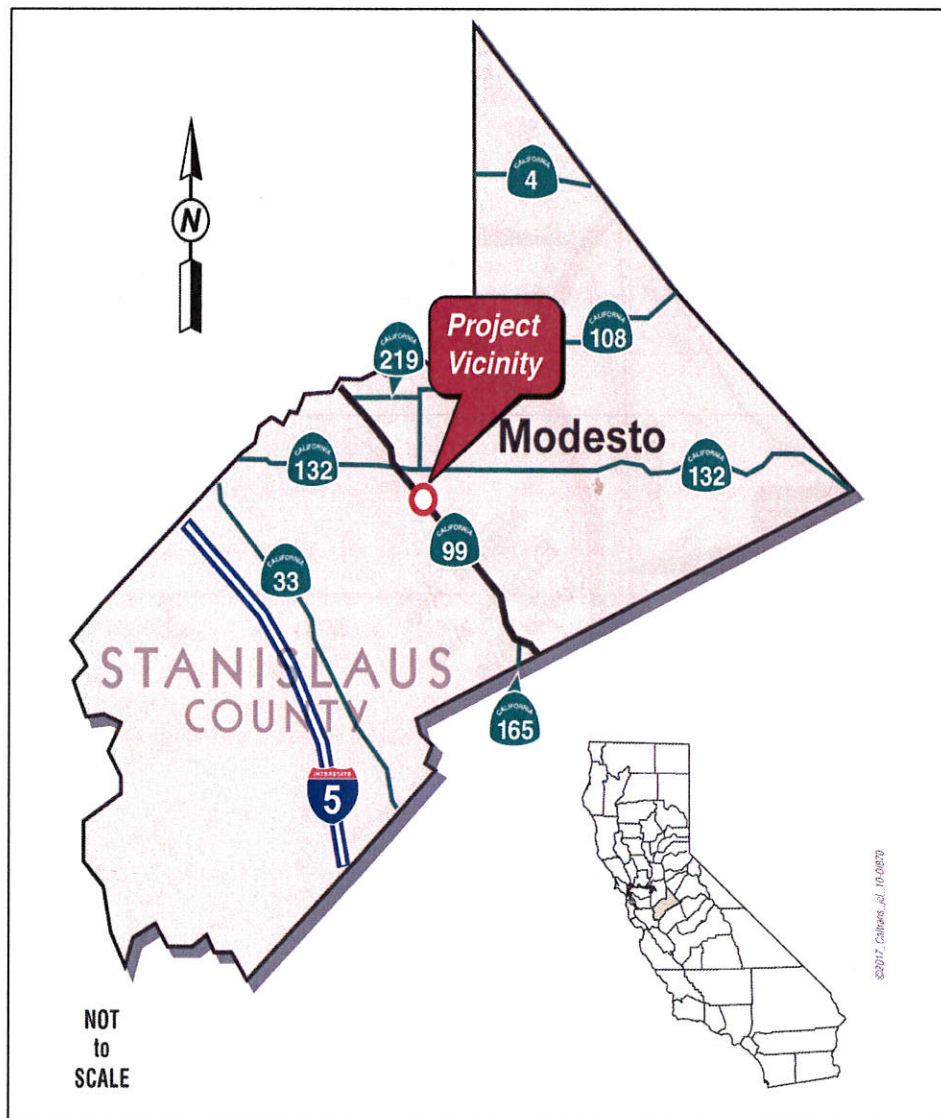


Figure 1 Project Vicinity Map

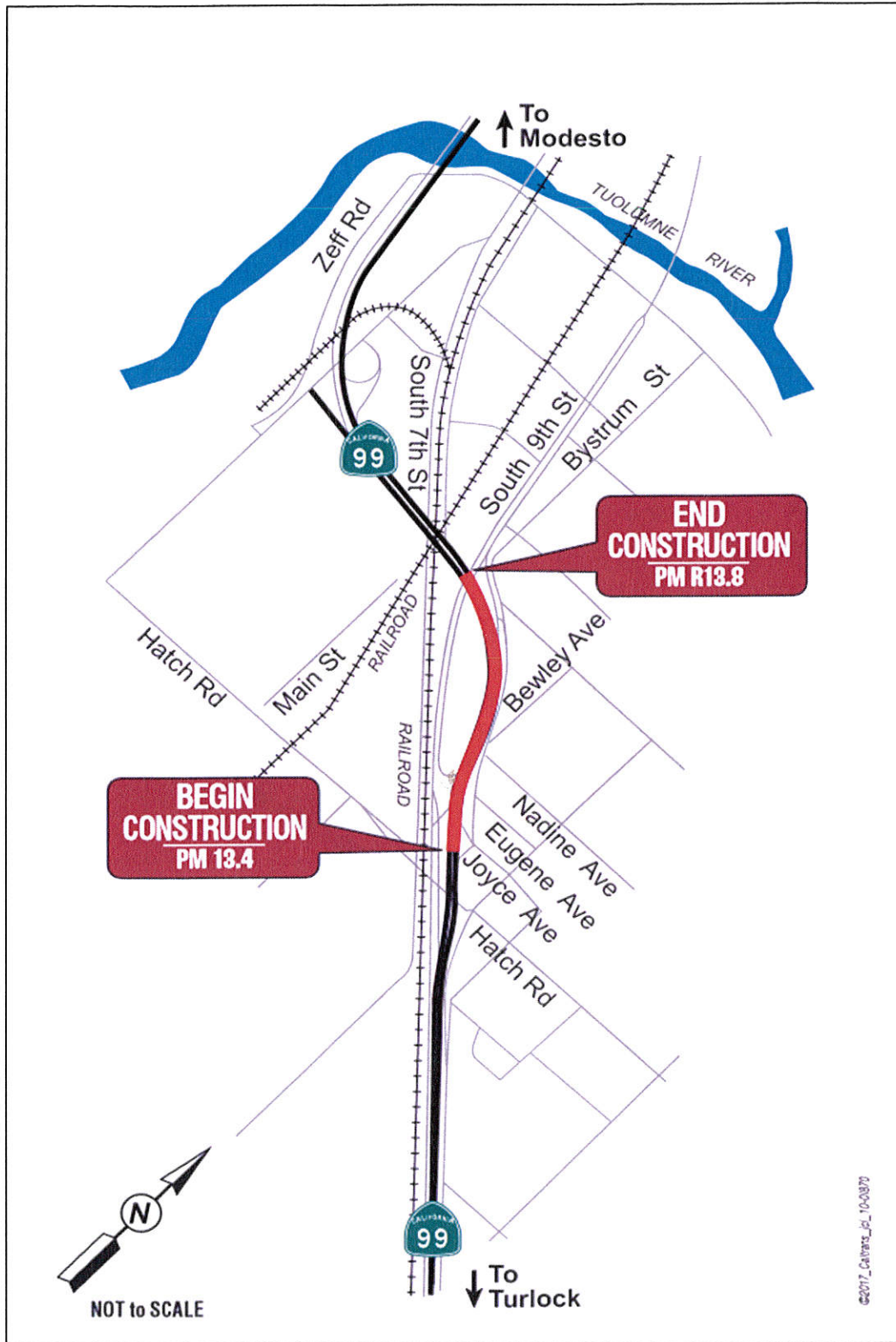


Figure 2 Project Location Map

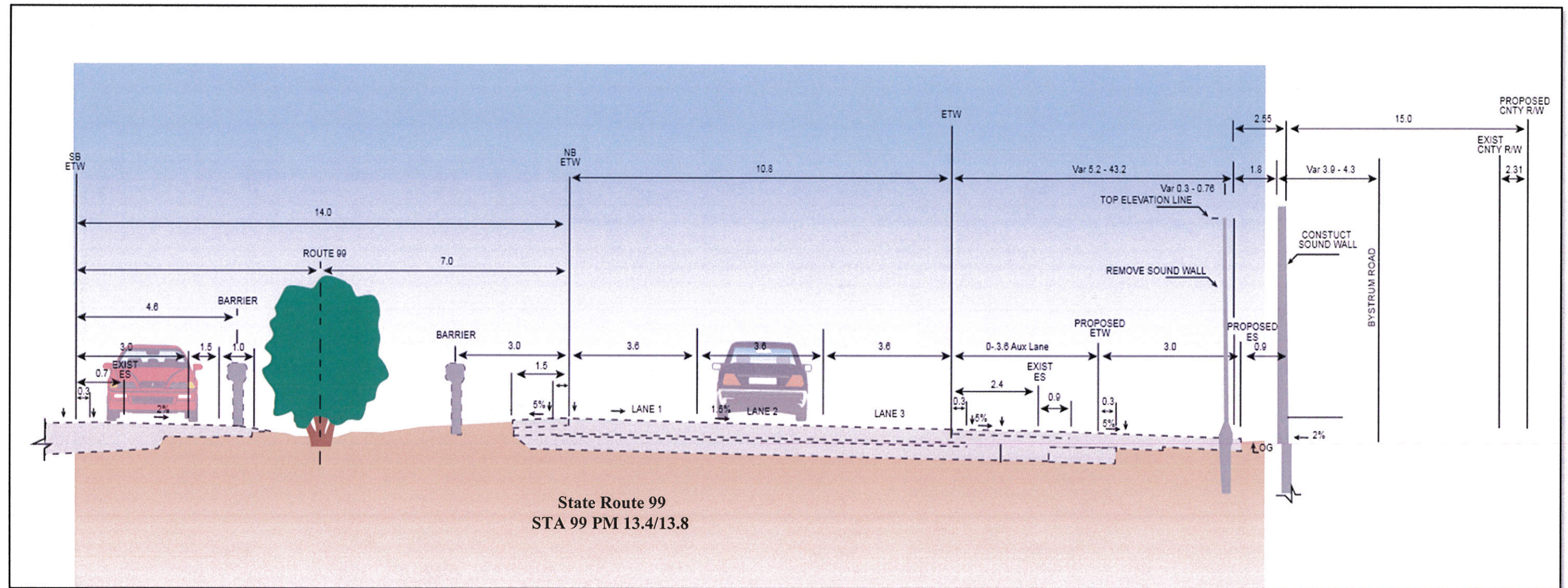


Figure 3 Typical Cross Section

Description of Project

The California Department of Transportation (Caltrans) is proposing to construct a northbound auxiliary lane on State Route 99 from the Hatch Road/Joyce Avenue on-ramp to the South 9th Street off-ramp (post miles 13.4 to 13.8) near the City of Modesto in Stanislaus County.

The project would also widen outside shoulders to 10 feet wide and replace an existing soundwall. See Figure 3 above. A new soundwall would be constructed a maximum of 13 feet from the new edge-of-travel way. Removal of the existing soundwall and construction of the new soundwall would require the existing frontage road (Bystrum Road) to be shifted eastward. An additional 0.1043 acre of right-of-way would be required from five frontage road residential properties and 0.125 acre would be required from adjacent land that Stanislaus County owns. The total amount of new right-of-way required would be approximately 0.23 acre or 10,000 square feet.

Relocation of existing Pacific Gas & Electric (PG&E) utility poles/fiber optics would be determined during the Plans, Specifications and Estimate (PS&E) phase of the project.

Construction is anticipated to start in January 2021 and end in June 2021 (approximately 100 construction days). Stages of construction and seasonal timing of construction activities, such as switching from existing lanes to the temporary detour, would be coordinated with the construction engineer. Night work would be allowed between 9:00 p.m. to 6:00 a.m., with some ramp and shoulder closures. Fixed and portable changeable message signs would be used to direct traffic and commuters through the construction zone. The public would be kept informed through mailers, press releases and notices from the Caltrans Public Information Office.

Estimated cost of the proposed project is \$3,499,000; the right-of-way cost is estimated to be \$1,270,000. The project falls under the Operational Improvement Program (20.10.201.310), and funding would be from the 2016 SHOPP (State Highway Operation and Protection Program).

Surrounding Land Uses and Setting

In the project limits, State Route 99 is a winding six-lane divided freeway with a 8-foot-wide outside shoulder and 5-foot-wide inside shoulder. A 46-foot-wide median with oleander bushes and three beam barriers separate the northbound and southbound lanes. Northbound, a soundwall runs along the freeway next to the right-of-way limits.

The weaving length (vehicle lane-changing distance) between the Hatch Road northbound on-ramp and the South 9th Street northbound off-ramp is about 1,750 feet. Heavy traffic, including many large trucks, uses the Hatch Road northbound on-ramp to access State Route 99. The short distance between the two ramps and the high volume of weaving traffic entering and exiting State Route 99 cause traffic slowdowns and disruption for mainline traffic on the northbound route.

Other Public Agencies Whose Approval is Required

No permits are required.

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Additional Explanations for Questions in the Impacts Checklist

I. Visual/Aesthetics

Affected Environment

A Preliminary Landscape Architecture Recommendation was prepared for this project on January 20, 2015 and amended on July 31, 2017. The purpose of the evaluation was to identify possible scenic resources within the proposed project limits and determine the proposed project's impact on the existing visual quality.

This portion of State Route 99 is a six-lane divided freeway in an urban setting as it passes through the project limits. This is a vital route for transporting goods and services up and down the state as well as transporting commuters and interregional travelers to nearby towns and communities. This portion of State Route 99 is not a scenic freeway.

In this area, the roadway is mostly straight, with some curves and gently sloping terrain. Growing within the roadway median are established oleander shrubs that stretch through the project limits. The mature oleanders as well as other shrubs and trees along the route create a steady line in the landscape. The mature oleander shrubs also help control dust and help with erosion and weed control. An existing soundwall runs along the northbound side of State Route 99 within the project limits.

Environmental Consequences

Potential visual impacts consist of the removal of existing plants and irrigation within the project limits to accommodate the auxiliary lane and reconstruction of the soundwall.

There would be temporary minimal plant disturbance during construction. Existing vegetation would be preserved whenever possible.

Avoidance, Minimization, and/or Mitigation Measures

Any aesthetic treatments that are removed from the proposed project during construction must be replaced in kind. Also, any existing planting that has been damaged or removed due to construction activities would need to be replaced; replanting would include a one-year plant establishment period. Any disturbed soil area would require erosion control. The new soundwall would be constructed as part of this project (see the Noise section of this document).

IV. Biological Resources (checklist question a)

Threatened and Endangered Species

Affected Environment

A Biological Compliance Memorandum was completed in July 2017.

A site survey for threatened and endangered species was conducted on December 20, 2016 by Caltrans biologists to determine if habitat exists within the project limits. The proposed work is limited in scope to a 0.4-mile stretch of land (northbound side) between the Hatch Road on-ramp and South 9th Street off-ramp.

The U.S. Fish and Wildlife Service's Information, Planning and Conservation System (IPaC) website database, California Department of Fish and Wildlife's California Natural Diversity Database (CNDDDB) and California Native Plant Society's (CNPS) website were used to obtain a list of potential occurrences of special-status species within the following U.S. Geological Survey 7.5-minute quadrangle maps: Ceres, Brush Lake, Riverbank and Salida.

Most of the project area is occupied by residential uses, with a few commercial businesses in spots. The landscape consists of disturbed and ruderal habitat, which lacks the necessary ground cover to support special-status species. Therefore, there is a low possibility of their presence in the project area. There is no critical habitat for any listed species active within the project limits, and no listed species other than the Swainson's hawk that would be present onsite (see Table 1).

Table 1 Threatened and Endangered Species in the Project Area

Common name	Scientific Name	(FT-Federally Threatened, FE-Federally Endangered, ST-State Threatened)	Habitat Present/Absent	Species Present/Absent	Effect Finding
Swainson's Hawk	<i>Buteo Swainsoni</i>	ST	A	A	Not likely to adversely affect due to lack of suitable habitat. However, a presconstruction surveys for all large trees within the project limits for nesting; survey require two weeks prior to any construction activities.

The threatened and endangered species potentially present in the project limits is described below:

Swainson's Hawk

The Swainson's hawk (*Buteo Swainsoni*) is listed by the State of California as threatened and is protected by the Migratory Bird Treaty Act. The Swainson's hawk is not listed under the Federal Endangered Species Act. This hawk is a slender raptor with long, pointed wings and dark flight feathers. Swainson's hawks roost in large trees such as eucalyptus and oak trees, but will roost on the ground if no trees are available. They eat mice, gophers, ground squirrels, rabbits, large arthropods, amphibians, reptiles, and birds.

Mature landscape trees found in the project area could potentially provide suitable nesting habitat for raptors.

Environmental Consequences

There would be no tree removal that would contribute to any additional loss of suitable nesting trees than the present habitat condition. Due to the developed and urbanized setting of the project area, no suitable habitat for any other listed species

were found; therefore, no biological resources would be affected within the scope of this project.

California Natural Diversity Database records indicated the most recent sightings were in 2014 over 8 miles southwest of the project area.

Avoidance, Minimization, and/or Mitigation Measures

Swainson's Hawk

The following precautionary measures would be implemented to avoid and minimize impacts to both federal and state listed species:

- Large eucalyptus trees and thick shrubs in the project area would be inspected prior to construction groundbreaking activities to ensure there are no active nests.
- If an active Swainson's hawk nest is observed, a 600-foot Environmentally Sensitive Area buffer must be installed around the nest and avoided until the young have fledged.

VIII. Hazardous Waste and Materials (checklist question d)

Affected Environment

A Hazardous Waste Evaluation Memorandum was prepared for the proposed project in February 2017. The evaluation was performed to determine the presence of contaminated properties or facilities within the project limits that may affect right-of-way property acquisition. Background information for the assessment was obtained from regulatory databases such as the State Water Resources Control Board Geotracker database, the Department of Toxic Substances Control Cortese List/EnviroStor database, and Caltrans departmental records. In addition, the Solid Waste Information System database maintained by the Department of Resources Recycling and Recovery was also reviewed.

There were two facilities listed under Geotracker within the project boundaries. The Chevron Gas Station at 1501 Herndon Road, and the Unocal property at 1212 Joyce Avenue (a vacant lot) are listed as closed leaking underground storage tank (LUST) cases. No other facilities were listed.

A Preliminary Site Investigation was prepared in July 2017 to determine the levels of lead in the project area to ensure proper disposal. The results of the Preliminary Site Investigation would be available prior to finalizing the final environmental document.

Environmental Consequences

A search of regulatory databases and a review of departmental records did not indicate any open leaking underground storage tank (LUST) cases with the potential to impact the project.

Caltrans has a new Aerially Deposited Lead agreement with the Department of Toxic Substances Control to reduce lead levels. Therefore, it is recommended that a Preliminary Site Investigation for aerially deposited lead be conducted throughout the project area to ensure the health and safety of workers and to ensure the proper handling, transport, and disposal of potentially contaminated soils.

The proposed project would require removal of yellow thermoplastic striping or yellow paint striping, both of which are known to contain high concentrations of lead and chromium.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Special Provision 14-11.12 would be added to the construction contract to address proper handling and disposal of yellow thermoplastic striping or yellow paint striping. A Lead Compliance Plan would be prepared to ensure workers in the area are aware of the potential for lead exposure and proper protective equipment is implemented.

XII. Noise (checklist question d)

Affected Environment

A Noise Study Report was prepared in September 2017 to assess potential noise impacts of the proposed project.

This project is a Type 1 project. The Federal Highway Administration defines a Type 1 project as a proposed construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes (the proposed project would construct an auxiliary lane). This segment of State Route 99 is a six-lane divided freeway facility in an urban setting. The terrain is generally flat, and the freeway within the project area is mainly at grade. The project area serves as an important commuter and commercial truck route between Northern and Southern California as well as a vital link to work and housing for motorists going to Atwater and nearby communities in the cities of Modesto and Turlock.

There is an existing 15-foot soundwall on the east side of State Route 99 that is currently providing noise abatement for the residences at that location.

The noise computations analysis followed guidelines in the Federal Highway Administration's "Measuring of Highway Related Noise," FHWA-DP-96-046. It is designed to evaluate potential traffic-generated noise impacts, as well as determining reasonable and feasible noise abatement measures for the project. In addition, traffic counts were collected to calibrate the traffic noise model, which was then used to predict peak hour noise levels for the existing, the build, and the no-build design years (2060).

Caltrans identified three noise receivers (nearby single-family homes and a commercial property, identified as Receivers 1 [R1], 2 [R2] and 3 [R3]) that could be affected by the proposed project (see Figure 4).

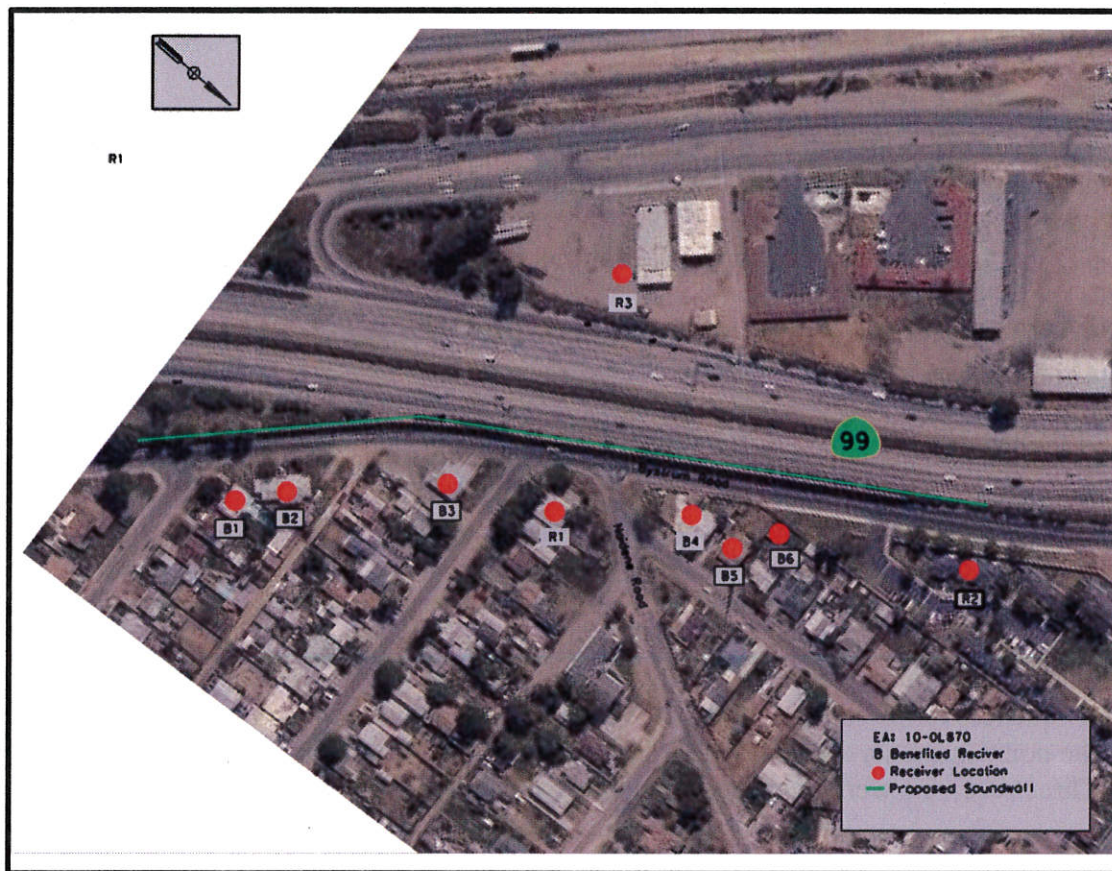


Figure 4 Receivers Location

The existing noise levels for the three receivers ranged from 60 dBA to 71 dBA. The noise abatement criterion for residences is 67 dBA. The project area included two main types of receivers as identified in the Noise Abatement Criteria category: residences located on the east side of State Route 99 were identified as Activity Category B land uses; commercial/businesses located on the west side of State Route 99 were identified as Activity Category F land uses.

Receiver 1 (R1)

This receiver is located on the east side of State Route 99 at 1005 Nadine Road and represents a single-family residence Activity Category B land use, at the same acoustical settings as receiver R2. The house is set back at a distance of approximately 75 feet from the existing right-of-way. The field reading at this receiver was taken to verify the noise level at this residence, which represents homes adjacent to R2, but not protected by the existing soundwall.

Receiver 2 (R2)

This receiver is located on the east side of State Route 99 at 1107 Bystrum Road and represents a single-family residence Activity Category B land use. The house is set back at a distance of approximately 75 feet from the existing soundwall, which is located along the right-of-way. The field reading at this receiver was taken to verify the effectiveness of the soundwall.

Receiver 3 (R3)

This receiver is located on the west side of State Route 99 at 1220 South 9th Street and represents an Activity Category F land use (Lima Body Shop). The business is set back at a distance of approximately 200 feet from the edge of shoulder of State Route 99. The field noise reading was taken at this receiver for documentation purpose.

Environmental Consequences under the California Environmental Quality Act

When determining whether a noise impact is significant under the California Environmental Quality Act, the projected noise levels for the No-Build Alternative are compared to those for the Build Alternative. The California Environmental Quality Act noise analysis is completely independent of the National Environmental Quality Act (23 Code of Federal Regulations 772), which is centered on noise abatement criteria. Under the California Environmental Quality Act, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in a given area. Key considerations include the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level. Three receivers were identified within the project limits.

Caltrans Traffic Noise Analysis Protocol defines that a noise impact occurs when the future noise level with the project is substantially greater than the existing noise level. Noise levels at two residence receivers would see increased noise of 0 dBA in both the No-Build Alternative and Build Alternative future years (see Table 2). Caltrans noise policy is contained in Caltrans' August 2006 Traffic Noise Analysis Protocol. This protocol, approved as California's official noise policy by the Federal Highway Administration on August 16, 2006, defines a substantial increase as an increase of 12 decibels over existing noise levels. It is widely accepted that the average human ear can barely perceive noise level changes of 3 decibels in an outdoor setting. Since the project would not cause an increase of more than 0 decibels at any of the receivers and Caltrans' Protocol defines a substantial increase as an increase of 12 decibels, Caltrans has determined there are no significant impacts under the California Environmental Quality Act.

Avoidance, Minimization, and/or Mitigation Measures

Based on the studies completed to date, Caltrans intends to incorporate noise abatement in the form of (a) barrier(s) [or berm(s)] at SW1, with a respective 1,406-foot length and average height of 12 feet. Calculations based on preliminary design data show that the barrier(s) [or berm(s)] will reduce noise levels by 7 dBA (for

projects using the 2011 Noise Protocol, an additional design goal of 7 dBA is required for at least 1 receptor/wall) to 8 dBA for 8 residences at a cost of \$92,000 per residence. These measures may change based on input received from the public. If during final design, conditions have substantially changed, noise abatement may not be necessary. The final decision on noise abatement will be made upon completion of the project design.

Construction cost estimates are not provided in the Noise Study Report, but are presented in the Noise Abatement Decision Report (NADR). The NADR is a design responsibility and is prepared using information from the Noise Study Report, other relevant environmental studies, and design considerations into a single, comprehensive document before public review of the project. The NADR is prepared by the project engineer after completion of the Noise Study Report. The NADR includes noise abatement construction cost estimates that have been prepared and signed by the project engineer based on site-specific conditions. Construction cost estimates are compared to reasonableness allowances in the NADR to identify which wall configurations are reasonable from a cost perspective.

The design of noise barriers presented in the report is preliminary and has been conducted at a level appropriate for recommending noise abatement and not for final design of the project. Preliminary information on the physical location, length, and height of noise barriers is provided in the report, *pending survey data to be finalized along with the NADR*. If pertinent parameters change substantially during the final project design, preliminary noise barrier designs may be modified or eliminated from the final project. A final decision on the construction of location-specific noise abatement will be made upon completion of the project design.

The analysis was conducted with barrier heights ranging from 8 to 16 feet. The barrier heights and locations were evaluated first to determine if a minimum 5-dB attenuation at the outdoor frequent use areas of the representative receivers could be achieved, then second, to determine if a minimum 7-dB attenuation at one of the benefitted receivers could be achieved. The minimum barrier height required to cut the line-of-sight from each receiver to the exhaust stacks of heavy trucks has been calculated for all feasible barriers. These heights were evaluated through calculations performed by TNM 2.5.

Minimum heights and locations of the soundwall that provide feasible abatement are shown in Table 2.

Table 2 Predicted Future Noise and Barrier Analysis

Receiver I.D.	Land Use	Number of Dwelling Units	Address	Existing Noise Level $L_{eq}(h)$, dBA	State Route 99 Future Worst Hour Noise Levels - $L_{eq}(h)$, dBA																				
					Design Year Noise Level without Project	Design Year Noise Level with Project	Design Year Noise Level without Project	Design Year Noise Level with Project	Activity Category (NAC)	Impact Type	Noise Prediction with Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)														
											8 feet		10 feet		12 feet		14 feet		16 feet						
											$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR			
R1	RES	7	1005 Nadin Road, Modesto	71	71	71	0	0	B	A/E	65	6	5	64	8	8	62	9	7	61	10	7	60	11	7
R2	RES	1	1107 Bystrum Road, Modesto	71	72	72	0	0	B	A/E	68	4	0	67	5	1	66	6	1	66	6	1	66	6	1
R3	COM	1	1220 9th Street, Modesto	72	71	71	0	0	F	None	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Note: A/E= Future noise conditions approach or exceed the noise abatement criteria

COM: Commercial/Industrial; RES: residences

Bold: Noise impacts above noise abatement criteria

I.L: Insertion Loss

NBR: Number of benefited residences

Soundwall 1 (SW1): This soundwall is proposed on the right-of-way of State Route 99 to provide noise attenuation for the residential cluster on the west side of State Route 99 and represented by R1.

SW1 is proposed for heights ranging between 8 feet and 16 feet and would extend for an approximate total length of 1,406 feet. SW1 would break the line of sight at heights 12, 14 and 16 feet and would provide the minimum attenuation of 5 dBA for the 8 benefited first-row residences. See Table 3. The wall would also meet the design goal by providing at least 7 dB of noise attenuation at several locations for a wall height of 12, 14 and 16 feet.

The estimated cost allowance per benefited residence is based on a cost allowance of \$92,000, according to the most recent update for year 2017 as stated on Caltrans website for Noise and Vibration. The final decision on noise abatement would be made on completion of the project design and the public involvement process.

Table 3 Summary of Reasonableness Determination–Soundwall SW1

Barrier I.D.: SW1 Critical Receptor (R1)	8-Foot Height	10-Foot Height	12-Foot Height	14-Foot Height	16-Foot Height
Number of Benefited Residence	5	8	8	8	8
Insertion Loss*	5	8	9	10	11
Reasonable Allowance Per Benefited Receiver	\$92,000	\$92,000	\$92,000	\$92,000	\$92,000
Total Reasonable Allowance	\$460,000	\$552,000	\$644,000	\$644,000	\$644,000

* Insertion loss is for the representative site location.

Construction Noise

Project construction is estimated to last 100 working days. During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. There will be night work anticipated during construction.

Whenever this type of activity takes place, there will be standard special provisions (SSP) showing the days and time of such activities, as specified in the Noise Study Report.

Table 4 lists the type of construction equipment typically used for similar projects.

Table 4 Construction Equipment Noise

Noise Source	50-Foot Maximum Noise Level (L _{max}) dBA
Air Compressor (portable)4	89
Air Compressor (stationary)	89
Auger, Drilled Shaft Rig	89
Backhoe	90
Bar Bender	85
Chain Saw	88
Compactor	85
Concrete Mixer (small trailer)	68
Concrete Mixer Truck	89
Concrete Pump Trailer	84
Concrete Vibrator	81
Crane, Derrick	90
Crane, Mobile	85
Dozer (Bulldozer)	90
Excavator	92
Forklift	86
Front End Loader	90
Generator	87
Gradall	85
Grader	89
Grinder	82
Impact Wrench	85
Jack Hammer	88
Paver	92
Pavement Breaker	85
Pneumatic Tool	88
Pump	80
Roller	83
Sand Blaster	87
Saw, Electric	80
Scraper	91
Shovel	90
Tamper	88
Tractor	90
Trucks (Under Load)	95
Water Truck	94
Other Equipment with Diesel	88

As indicated, equipment involved in construction is expected to generate noise levels ranging from 80 to 95 dBA at a distance of 50 feet. Noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Construction noise varies greatly depending on the construction process, type and condition of equipment used, as well as layout of the construction site. Many of these factors are traditionally left to the contractor's discretion, which makes it difficult to accurately estimate levels of construction noise. Construction noise estimates are approximate because of the lack of specific information available at the time of the assessment. Temporary construction noise impacts would be unavoidable at areas located immediately adjacent to the proposed project alignment.

The noise level requirement specified herein will apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixers or transient equipment that may or may not be owned by the contractor.

Furthermore, the project area is rural, and construction noise will be controlled under and will conform to the provisions in Section 14-8.02, "Noise Control," of the Standard Specifications.

There are a number of measures that can be taken to minimize noise intrusion without placing unreasonable constraints on the construction process or substantially increasing costs. These include noise monitoring to ensure that contractors take all reasonable steps to minimize impacts when near sensitive areas; noise testing and inspection of equipment to ensure that all equipment on the site is in good condition and effectively muffled; and an active community liaison program. A community liaison program would keep residents informed about construction plans so they can plan around periods of particularly high noise or vibration levels and would provide a conduit for residents to express any concerns or complaints.

The following are possible control measures that can be implemented to minimize noise disturbances at sensitive areas during construction:

- All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler.
- Construction methods or equipment that will provide the lowest level of noise impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used.
- Idling equipment shall be turned off.

- Truck loading, unloading, and hauling operations shall be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.

The contractor shall be required to adhere to the following administrative noise control measures:

- Once details of the construction activities become available, the contractor shall work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.
- Good public relations shall be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities shall be provided. A construction noise monitoring program to track sound levels and limit the impacts shall be implemented.
- In case of construction noise complaints by the public, the Resident Engineer shall coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or temporarily suspended, if necessary.

It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area. During certain construction phases, processes such as earth moving with bulldozers, the use of vibratory compaction rollers, demolitions, or pavement braking may cause construction related vibration impacts such as human annoyance or, in some cases, building damages. There are cases where it may be necessary to use this type of equipment in close proximity to residential buildings.

The following are procedures that can be used to minimize the potential impacts from construction vibration:

- Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).
- The owner of a building close enough to a construction vibration source that damage to that structure due to vibration is possible would be entitled to a pre-construction building inspection to document the pre-construction condition of that structure.
- Conduct vibration monitoring during vibration-intensive activities.

A combination of the mitigation techniques for equipment vibration control as well as administrative measures, when properly implemented, can be selected to provide the most effective means to minimize the effects of construction activity.

Application of the mitigation measures will reduce the construction impacts; however, temporary increases in vibration would likely occur at some locations.

Appendix A Species Lists

U.S. Fish and Wildlife Service Endangered Species List



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

July 31, 2017

Consultation Code: 08ESMF00-2017-SLI-2777

Event Code: 08ESMF00-2017-E-07598

Project Name: EA 10-0L8700

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2017-SLI-2777

Event Code: 08ESMF00-2017-E-07598

Project Name: EA 10-0L8700

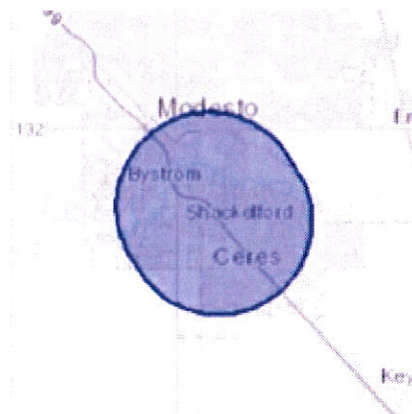
Project Type: DEVELOPMENT

Project Description: This project proposes to construct an auxiliary lane between Hatch Road on-ramp and the South Ninth Street off-ramp (PM 13.4-13.8) in Stanislaus County.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/37.61211355170565N120.97892347068804W>



Counties: Stanislaus, CA

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Reptiles

NAME	STATUS
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander <i>Ambystoma californiense</i> Population: U.S.A. (Central CA DPS) There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is a final critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened
Steelhead <i>Oncorhynchus</i> (=Salmo) mykiss Population: Northern California DPS There is a final critical habitat designated for this species. Your location overlaps the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1007	Threatened

Insects

NAME

Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*

There is a final [critical habitat](#) designated for this species. Your location is outside the designated critical habitat.

Species profile: <https://ecos.fws.gov/ecp/species/7850>

STATUS

Threatened

Crustaceans

NAME

Vernal Pool Fairy Shrimp *Branchinecta lynchi*

There is a final [critical habitat](#) designated for this species. Your location is outside the designated critical habitat.

Species profile: <https://ecos.fws.gov/ecp/species/498>

STATUS

Threatened

Vernal Pool Tadpole Shrimp *Lepidurus packardii*

There is a final [critical habitat](#) designated for this species. Your location is outside the designated critical habitat.

Species profile: <https://ecos.fws.gov/ecp/species/2246>

Endangered

Critical habitats

There are 5 critical habitats wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Steelhead <i>Oncorhynchus</i> (=Salmo) mykiss Population: Northern California DPS https://ecos.fws.gov/ecp/species/1007#crithab	Final designated
Steelhead <i>Oncorhynchus</i> (=Salmo) mykiss Population: South-Central California Coast DPS https://ecos.fws.gov/ecp/species/1007#crithab	Final designated
Steelhead <i>Oncorhynchus</i> (=Salmo) mykiss Population: Central California Coast DPS https://ecos.fws.gov/ecp/species/1007#crithab	Final designated
Steelhead <i>Oncorhynchus</i> (=Salmo) mykiss Population: California Central Valley DPS https://ecos.fws.gov/ecp/species/1007#crithab	Final designated
Steelhead <i>Oncorhynchus</i> (=Salmo) mykiss Population: Southern California DPS https://ecos.fws.gov/ecp/species/1007#crithab	Final designated

California Native Plant Society Plant List



California Native Plant Society

Inventory of Rare and Endangered Plants

Home

About the Inventory

CNPS Home

Join CNPS

Simple Search

Advanced Search

Plant List

4 matches found. Click on scientific name for details

Search Criteria

Found in Quads 3712058, 3712151 3712068 and 3712161;

[Modify Search Criteria](#)
[Export to Excel](#)
[Modify Columns](#)
[Modify Sort](#)
[Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Atriplex cordulata var. cordulata	heartscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S2	G3T2
Atriplex subutilis	subtle orache	Chenopodiaceae	annual herb	Jun, Aug, Sep(Oct)	1B.2	S1	G1
Centromadia parryi ssp. rudis	Parry's rough tarplant	Asteraceae	annual herb	May-Oct	4.2	S3	G3T3
Sphenopholis obtusata	prairie wedge grass	Poaceae	perennial herb	Apr-Jul	2B.2	S2	G5

California Department of Fish and Wildlife-California Natural Diversity Database List



Summary Table Report California Department of Fish and Wildlife California Natural Diversity Database



Query Criteria: Quad-span style="color:Red"> IS -/span>(Ceres (3712058))-span style="color:Red"> OR -/span>Brush Lake (3712151))-span style="color:Red"> OR -/span>Riverbank (3712068))-span style="color:Red"> OR -/span>Salida (3712161))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks							Population Status		Presence	
						A	B	C	D	X	U		Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrap.
<i>Agelaius tricolor</i> tricolored blackbird	G2G3 S1S2	None Candidate Endangered	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_EN-Endangered NABCI_RWL Red Watch List USFWS_BCC-Birds of Conservation Concern	40 62	951 S 6	0	0	0	0	1	5		4	2	5	1
<i>Ambystoma californiense</i> California tiger salamander	G2G3 S2S3	Threatened Threatened	CDFW_VU-Watch List IUCN_VU-Vulnerable	65 65	1156 S 1	0	0	0	0	1	0		1	0	0	0
<i>Ardea herodias</i> great blue heron	G5 S4	None None	CDFW_S-Sensitive IUCN_LC-Least Concern	40 40	142 S 1	0	1	0	0	0	0		1	0	1	0
<i>Athene cucularia</i> burrowing owl	G4 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	125 125	1941 S 1	0	0	0	1	0	0		1	0	1	0
<i>Atreplex cordulata</i> var. <i>cordulata</i> heartscale	G3T2 S2	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive		66 S 1	0	0	0	0	0	1		1	0	1	0
<i>Atreplex subillus</i> subtle orach	G1 S1	None None	Rare Plant Rank - 1B.2 BLM_S-Sensitive		24 S 1	0	0	0	0	0	1		1	0	1	0
<i>Bombus caliginosus</i> obscure bumble bee	G4? S1S2	None None	IUCN_VU-Vulnerable	70 70	181 S 1	0	0	0	0	0	1		1	0	1	0
<i>Bombus crotchii</i> Crotch bumble bee	G3G4 S1S2	None None		80 80	233 S 1	0	0	0	0	0	1		1	0	1	0
<i>Branchinecta lynchi</i> vernal pool fairy shrimp	G3 S3	Threatened None	IUCN_VU-Vulnerable	125 125	756 S 1	0	1	0	0	0	0		0	1	1	0
<i>Branta hutchinsii leucopareia</i> cackling (=Aleutian Canada) goose	G5T3 S3	De-listed None			19 S 2	0	0	0	0	0	2		2	0	2	0



Summary Table Report

California Department of Fish and Wildlife

California Natural Diversity Database



Name (Scientific/Common)	CNOB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total ECV's	Element Occ. Ranks										Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.				
<i>Duroia swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM, S-Sensitive IUCN, LC-Least Concern USFWS, BCC-Birds of Conservation Concern	30 100	2426 S-9	0	1	2	0	0	6	4	5	9	0	0	0			
<i>Corynorhinus townsendii</i> Townsend's big eared bat	G3G4 S2	None None	BLM, S-Sensitive CDFW, SSC-Species of Special Concern IUCN, LC-Least Concern USFS, S-Sensitive WBGW, H-High Priority	70 70	626 S-1	0	1	0	0	0	0	0	1	1	0	0	0			
<i>Desmoceratus californicus dimorphus</i> valley elderberry longhorn beetle	G3T2 S2	Threatened None		50 90	271 S-4	1	1	1	0	0	1	2	2	4	0	0	0			
<i>Egretta thula</i> snowy egret	G5 S4	None None	IUCN, LC-Least Concern	40 40	18 S-1	0	1	0	0	0	0	1	0	1	0	0	0			
<i>Lepidurus packardii</i> vernal pool tadpole shrimp	G4 S3S4	Endangered None	IUCN, EN-Endangered	125 125	120 S-1	0	0	1	0	0	0	0	1	1	0	0	0			
<i>Lytta moesta</i> moorland blister beetle	G2 S2	None None		65 100	12 S-2	0	0	0	0	0	2	2	0	0	2	0	0			
<i>Myiophobodon conocephalus</i> hardhead	G3 S3	None None	CDFW, SSC-Species of Special Concern USFS, S-Sensitive AFS, TH-Threatened	70 70	32 S-1	0	0	0	0	0	1	0	1	1	0	0	0			
<i>Oncomyza myiassa iridescens</i> steelhead - Central Valley DPS	G5T2Q S2	Threatened None			31 S-3	0	0	0	1	0	2	0	3	3	0	0	0			
<i>Sphenopholis obtusata</i> prairie wedge grass	G5 S2	None None	Rare Plant Rank - 2B 2	50 50	19 S-1	0	0	0	0	0	1	1	0	1	0	0	0			

List of Technical Studies Bound Separately

- Air Quality Memorandum-June 2017
- Water Quality Study Memorandum-May 2017
- Noise Study Report-October 2017
- Preliminary Landscape Architecture Recommendation-July 2017
- Section 106 Compliance-Screened Undertaking Memorandum-August 2017
- Paleontological Identification Report-June 2017
- Biological Compliance Memorandum-July 2017
- Initial Site Assessment for Hazardous Waste-February 2017
- Preliminary Location Hydraulic Study and Floodplain Analysis-November 2014
- Climate Change/Greenhouse Gas-August 2017

